

HOOD CANAL BRIDGE NEWS



West-Half Retrofit and East-Half Replacement Project

June 2004

Port Angeles site sees building and digging Graving dock construction shares site with artifact discoveries

While archaeologists work to recover what could be ancient Native American artifacts, limited construction work is underway at the Port Angeles graving dock site, where the majority of the Hood Canal Bridge's new east half will be constructed.

Larson Anthropological Archaeological Services Ltd. of Gig Harbor began approximately four months of work in late April. A team of 26 LAAS archaeologists and 10 Lower Elwha Klallam tribal members started excavating shell midden and other archaeological deposits at the 20-acre graving dock site. According to Lynn Larson, LAAS owner, the graving dock site could reveal evidence of a community living at the site more than 2,000 years ago known as the "Tse-whit-zen" village.

Meanwhile, construction crews began installing "sheet pile" at the site. The long sheets of metal will form the walls of the graving dock in which pontoons for the new east-half floating section will be built. Ron Lewis, WSDOT's Hood Canal Bridge project manager, said the goal was to complete as much construction progress as possible without disturbing the archaeology work.

"For the next few months, this is an archaeology site and our construction work



Kiewit-General crews at the Port Angeles graving dock site install sheet pile, interlocking sheets of metal that will make up the structure's walls.

will support that effort," Lewis said.

Larson said that the archaeologists have identified hearths, storage pits, and areas with burned soil. The burned soil remained after shellfish and fish were cooked and dried. Archaeologists also have noted archaeological deposits with charcoal, burned

soil, and other evidence of Lower Elwha Klallam activity. Excavators will expose the deposits in horizontal layers to reconstruct the kinds of activities conducted by the Lower Elwha Klallam people.

Tools recovered from the archaeological

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West-half work removes south side

Anyone driving the Hood Canal Bridge in May learned quickly that a foot can make a big difference for the average motorists. Crews last month installed concrete barrier along the bridge's west end to create a safe working area. The barrier created narrower lanes (12-feet wide to 11-feet wide) and, in turn, slower speeds across the bridge.

Kiewit-General crews began removing the bridge's southern side rail, work that will continue in June.

Single-lane alternating traffic is planned for most week nights through the summer as

large equipment is used to remove the bridge railing and construct a wider south-side bridge deck.

Similar work will take place next summer on the west end's north side. However, motorists could find the travel easier across the bridge in 2005, said Ron Lewis, Hood Canal Bridge project manager. Because the west end's deck will be wider, there is a chance the lanes width will return to 12 feet, Lewis said. Follow traffic impacts throughout the project on-line at www.hoodcanalbridge.com.

Hood Canal Bridge News

is prepared monthly by the WSDOT as a service to those interested in the Hood Canal Bridge retrofit and replacement project.

Traffic information Hood Canal Bridge:
1-800-419-9085.

Weather and roadway conditions:
www.wsdot.wa.gov/traffic.

If you have any comments on **Hood Canal Bridge News** or would like more information contact Lloyd Brown, communication manager, at (360) 357-2789 or via E-mail: brownl@wsdot.wa.gov.

Site work

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deposits so far have included stone tools and items manufactured from deer bones. Archaeologists recovered tools made from deer leg bones, including fragments of harpoons, points, needles, measuring gauges, and items used to work hides. Stone tools collected during initial excavations include large stone disks made from beach cobbles, rectangular pieces of flat stone, and a point of obsidian. The beach cobble tools and rectangular stone pieces were probably used to process fish, and to butcher sea mammals and deer.

Maps and photographs from 1914 through the 1950s show lumber mill buildings and facilities constructed on pilings over the tidal lagoon, shoreline, and tide flats of Port Angeles Harbor. The project area was filled over time with materials such as sawdust, scrap wood, construction excavation spoils and rubble from building demolition.



Intact archaeological deposits occur beneath the historic lumber mill debris and fill.

LAAS contributed to this article

The Hood Canal Bridge's west half has seen changes since late April when crews began removing the southern bridge rail. Work continues in June.

Graving Dock Words to Know

Draw span – A retractable section of the Hood Canal Bridge that opens for marine traffic. The Hood Canal Bridge is required by U.S. Coast Guard to serve marine traffic. A common user of the bridge's draw span is the U.S. Navy from nearby Subase Bangor.

Graving Dock – The term "graving" means the act of cleaning a ship's bottom. A "graving dock" is a large dock from which water can be pumped out; used for building ships or for repairing a ship below its waterline. WSDOT is building a graving dock at the Port Angeles Harbor that will be used to build floating-bridge pontoons.

Pontoon - A floating structure, such as

a flat bottom boat, that is used to support a bridge. In the case of Washington's floating bridges, the pontoons are large concrete structures. The Hood Canal Bridge's east half uses 17 pontoons. Crews will build 14 new pontoons at the Port Angeles graving dock and rehabilitate three pontoons used in the 1982 west-half replacement project.

Section 106 – The federal National Historic Preservation Act, Section 106, defines the process by which local, state and federal agencies identify and preserve national historic sites. The section also defines the role of state historic preservation officers. The section outlines how an agency "consults" with Native American tribes to determine proper mitigation plans, in most cases re-

sulting in a memorandum of agreement between the involved government agencies. Detailed Section 106 information is available on-line at <http://www.achp.gov/>.

Sheet pile – Long, thin metal sheets that interconnect. The sheets are driven into the ground using a vibrating hammer. The interlocked sheets will make up the outer wall of the graving dock.

Shell midden – Layers of shell, burned rock, fish bone, deer bone, and other food refuse. The layers accumulate on the beach surface over many centuries of occupation by the native people, in this case the Lower Elwha Klallam Tribe.

Phone numbers to know ...

Oversize load permits

WSDOT Motor Carrier Services (360) 704-6340

General project info.

WSDOT Region Communications (360) 357-2789

HCB Bridge Opening Hotline (800) 419-9085

Washington State Ferries Info. (888) 808-7977

Transit Information

Clallam Transit (800) 858-3747

Jefferson Transit (800) 371-0497

Kitsap Transit (800) 501-RIDE

Americans with Disabilities Act (ADA) Information

Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Washington State Department of Transportation ADA Accommodation Hotline collect (206) 389-2839. Persons with hearing impairments may access Washington State Telecommunications Relay Service at TTY 1-800-833-6388, Tele-Braille 1-800-833-6385, Voice 1-800-833-6384, and ask to be connected to (360) 705-7097.